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AIRSPACE INTEGRATION
INTEGRATED PRODUCT TEAM (IPT)

Description
The Airspace Integration IPT is unique as it has two primary functions. From a tactical perspective, it directly supports PMA-262 with the development, production and fielding of Broad Area Maritime Surveillance Unmanned Aircraft Systems (BAMS UAS). On a strategic level, the IPT is the U. S. Navy acquisition lead assisting the integration of unmanned aircraft into the National Airspace System (NAS) and International Airspace.

Background
While NAVAIR personnel have been working Airspace Integration issues since 2006, the Airspace Integration IPT was officially formed in the December 2007 timeframe and subsequently placed under the responsibility of the PMA-262 Program Office.

Overview
Strategically, the Airspace Integration IPT is actively engaged in defining future capabilities required for routine access of unmanned air vehicles in the NAS and International Airspace. The team works with the Office of Secretary Defense under the UAS Task Force (TF) Senior Steering Group and collaborates with the Army, Air Force, Federal Aviation Administration and other national stakeholders in developing an Airspace Integration Roadmap for all classes of Unmanned Aircraft Systems (UAS).

Specific to the BAMS UAS program, the Airspace Integration IPT will provide persistent maritime Intelligence, Surveillance and Reconnaissance (ISR) capability in support of a full Range of Military Operations. To execute this mission set, the BAMS UAS will require worldwide access to include the U.S. National Airspace System, international airspace, and foreign airspace. This overarching airspace integration requirement is articulated in the BAMS Capability Development Document (CDD). This requirement to operate globally dictates that the BAMS UAS must possess capabilities that will provide compliance with current and evolving airspace regulatory authority (e.g., Federal Aviation Administration (FAA)) regulations, and worldwide Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) standards and procedures.

BAMS Airspace Integration is a complex challenge. Within the Technical Domain, the key challenges are centered on developing airworthiness certification standards for unique UAS attributes, engineering appropriate levels of reliability into the design, implementing a hazard avoidance capability, and defining frequency spectra for command and control (C2). Within the Regulatory Domain, the key challenges are centered on developing pilot qualification standards and training programs, and developing procedures to execute BAMS unique UAS operations. Within the Safety Domain, the key challenges are centered on defining appropriate levels of safety, and completing system safety analyses to determine if the system meets required levels. The BAMS program will address these challenges through materiel capabilities and non-materiel procedures that will meet or exceed DOD and/or airspace regulatory authority mandated requirements.

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